

LEFT ON THE TABLE



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Mike Infanzon
 Legislative Director

Twelve bills that we have been tracking and five bills we were still working on have been left on the table. This has been the most frustrating legislative session since I have been lobbying. All of the bills we had been working on are most likely dead until we can re-introduce them next session. The dynamic of the legislature will most likely change after the election. So, we will have to assess

that when the time comes.

We were close on a few bills:
 HB2055 CIVIL TRAFFIC VIOLATIONS; COMMUNITY RESTITUTION

This was a great bill sponsored by Rep. Biasiucci (LD-5). We will definitely be attempting to get it passed next session.

HB2285 MOTORCYCLE OPERATION; PASSING VEHICLES

This was our lane filtering bill. Even though I had the votes in committee and on the House floor it was held in committee. We will attempt it again next session.

HB2442 HIGHWAY SAFETY FEE REPEAL

This would have repealed the \$32 fee immediately.

HB2630 MOTORCYCLE SAFETY FUND

A four-year extension for the Motorcycle Safety Fund

We were able to assist in killing a bill for the Patriot Guard Riders in addition to the proposed CARB Emissions standard.

HB2183 FUNERAL ESCORTS; FUNERAL BOARD LICENSURE
 The Patriot Guard Riders asked for our assistance in getting this bill killed for the second year in a row. We did.

HB2566 VEHICLE EMISSIONS; CALIFORNIA STANDARDS
 Killed for the second year in a row.

As we are looking at what to focus on next session, we need the input from the membership. A link to the survey has been posted on social media and here: <http://epicpolicy-group.com/motorcycle-legislation>
 We appreciate all ABATE members giving their input.

Be good to one another.
 Mike

ABATE OF ARIZONA LOCAL CHAPTERS

A.B.A.T.E. BOARD OF DIRECTORS AND OFFICERS FOR 2019-2020

Chairman.....Chairman: **Woody Phillips**
 Mohave.....**Lisi Cloud Walking**
 East Valley.....**Nolan Steed**
 High Country.....**Forrest "Woody" Phillips**
 Phx / Shadow Mountain.....**Robb "Double B" Felder**
 Southern AZ.....**Judi Miller**
 Yavapai.....**Deborah Butitta**
 Yuma.....**Frank White**
 Superstition Vacant

Quarterly Board meetings are held on the first Sunday in January, April, July and October at 1:00pm @ the AZ American-Italian Club, We have a new mailing address:

ABATE of AZ, 7000 N 16th Street, Suite 120 #434, Phoenix, AZ 85020

. Please make sure your Chapter has representation.

BOARD APPOINTED OFFICERS

Lobbyist.....Legislative
 Director/Designated Lobbyist **Michael Infanzon**
 Authorized Lobbyist **Christopher Beals**
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Masterlink Editor.....**Eric Hampton**

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 Vice President.....**Darla Hampton**
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 Membership.....**Cynde Ayd**
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 Safety Coordinator.....**Paul "Wolfman" Whaley**
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 Communications.....**Susan Grimmer-Potter "Lil Bit"**
 Designated Lobbyist.....**Michael Infanzon**
 ABATE Products..... Vacant
 TBFS Chair.....**Mike Schneider**
 MasterLink Editor.....**Eric Hampton**
 TheMasterlink@abateofaz.org
 Office phone: 480-256-9237

www.abateofaz.org and www.toobrokeforsturgis.com

New Mailing address 7000 N 16th Street, Suite 120 #434, Phoenix, AZ 85020.

State Officers meetings are held the 1st Saturday of every month, 11:00 am at the AZ American Italian Club, 7509 N. 12th Street Phoenix, AZ.

High Country Chapter

605 W. Arabian Way
 Payson AZ 85541

Coordinator.....**Bill Hensler**
 Vice Coordinator.....**James Crull**
 Secretary.....**Amy Edwards**
 Treasurer.....**Lee "Cheyenne Kid" Thompson**
 Membership.....**Cecilia "CC" Ransom Phillips**
 Run Coordinator.....**Cecilia "CC" Ransom Phillips**
 Safety Coordinator.....**OPEN**
 Sgt. At Arms.....**Mark "Griz" Mathews**
 P.A.C..... Vacant
 Communications.....**Forrest "Woody" Phillips**
 Merchandise.....**Cecilia "CC" Ransom Phillips**
 BOD Rep**Forrest "Woody" Phillips**

High Country Chapter meetings are held on the 3rd Saturday at 10 a.m. at The Moose Lodge in Star Valley. Contact: azoutlaw66@hotmail.com

Phoenix-Shadow Mountain Chapter

P.O. Box 54041
 Phoenix, AZ 85078-4041

Coordinator.....**Nolan Steed**
 Vice Coordinator.....**Howard Michael Rudd**
 Secretary.....**Lyn Peterson**
 Treasurer.....**Tara Rudometkin**
 Membership.....**William Driggers**
 Run Coordinator.....**Nolan Steed**
 Safety Coordinator.....**Ernie Lizarraga**
 Sgt. At Arms.....**Jerry Davis**
 P.A.C.....**Chris Beals**
 Communications..... Vacant
 Merchandise.....**Dee Grady**

Phoenix/Shadow Mountain meetings are held on the 2nd Sunday of each month at 10:30am at the AZ American Italian Club, 7509 N. 12th Street, Phoenix, AZ 85020. FMI: Chapter Coordinator **Mike Schneider**, 602-549-1044, mike@squarepegpromos.com

Southern Arizona Chapter

6888 N De Chelly Loop
 Tucson, AZ 85741

Coordinator.....**Anissa "Dragonfly" Huntington**
 Vice Coordinator.....**Al Pesqueria**
 Secretary.....**Judi Miller**
 Treasurer.....**Dawn Detelj**
 Membership.....**Jim Butsback**
 Run Coordinator.....**Jessica Stockam**
 Safety Coordinator.....**Darron Huntington**
 Sgt. At Arms.....**J.D. Dare**
 P.A.C.....**William Cleveland**
 Communications.....**William Cleveland**
 Merchandise.....**Jessica Stockam**

The Southern Arizona Chapter will meet the third Saturday of the month. We will gather at the Kettle Restaurant meeting room. 748 W Starr Pass Blvd., Tucson, AZ 85713. Meeting time is 10AM October through March and 9AM April through September. FMI contact **Jim Butsback** (520)247-3051 or abateofazsac@yahoo.com

Yavapai Chapter

465 E Liana Dr.
 Chino Valley, AZ 86323

Coordinators.....**Dan Tumey**
 Vice Coordinator.....**Open**
 Secretary.....**AJ Killian**
 Treasurer.....**David McLaren**
 Membership.....**Suni Sommers**
 Run Coordinator.....**All Officers**
 Safety Coordinator.....**Andrew "AJ" Killian**
 Sgt. At Arms.....**Open**
 P.A.C.....**Deborah Butitta**
 Communications.....**AJ Killian**
 Merchandise.....**All Officers**

Yavapai Chapter meets the 2nd Wednesday at 6:00 p.m. at the VFW Post 541 in Prescott – 202 N Arizona Ave / 928-776-1125. For more information, please contact **Dan Tumey** @ 928-308-9911 or ycabateaz@gmail.com. See us on Facebook at https://www.facebook.com/groups/ycabateaz/. Meet us at 5 for the VFW's very reasonably priced and tasty dinner.

Yuma Chapter

11316 S. Glenwood Ave.
 Yuma, AZ 85367

Coordinator.....**Frank White**
 Vice Coordinator..... Vacant
 Secretary.....**Mikkie Melanson**
 Treasurer.....**Lisala White**
 Membership.....**Frank White**
 Run Coordinator..... Vacant
 Safety Coordinator..... Vacant
 Sgt. At Arms..... Vacant
 P.A.C..... Vacant
 Communications.....**Carolyn Morgan**
 Merchandise..... Vacant

Yuma Chapter meets the second Thursday evening monthly at 6:00 PM at the pm. We meet at the Windhaven RV East Clubhouse, 6580 E 32nd St, Yuma, AZ 85365. For additional information contact **Frank White (Hound)** at 209-327-0814.

Mohave Chapter

1451 E. Ruby Trail
 Fort Mohave, AZ 86426

Coordinator.....**Tom Ayd**
 Secretary.....**Cynde Ayd**
 Treasurer.....**Roxanna Payntar**
 Membership.....**Cynde Ayd**
 Sergeant-at-Arms.....**Shirley Bizub**
 Run Coordinator.....**Shirley Bizub**
 PAC..... Vacant
 Communications Officer.....**Lisi Cloud Walking**
 Safety Coordinator..... Vacant
 Merchandise Coordinator..... Vacant

Mohave County Chapter meetings are held the 3rd Monday of the month 6:00 PM at: VFW Golden Valley, Post 2555, 6068 Supai Dr., Golden Valley, AZ 86413

Superstition Chapter

Coordinator.....**Marc Schultz**
 Vice Coordinator.....**Reg Vallelunga**
 Secretary/Membership.....**Becky Pennington**
 Treasurer.....**Leslie Weinel**
 Sergeant-at-Arms.....**David Pennington**
 Membership Coordinator.....**Becky Pennington**
 Run Coordinator.....**Duane Tone**
 PAC..... Vacant
 Communications Officer.....**Susan Grimmer-Potter**
 Safety Coordinator.....**Clayton Crull**
 Merchandise Coordinator..... Vacant

We meet the 2nd Sunday of every month at 2:00 PM at the Superstition Harley-Davidson, 2910 W. Apache Trail, Apache Junction 85120, in the conference room on the second floor. You do not have to be a member to attend so come on by and say hello. Riders of all types of bikes, and even non-riders, are always welcome.

Masterlink is the monthly publication of ABATE of Arizona, which is a motorcycle rights organization.

The purpose of the Masterlink is to provide you, the reader, with access to information that supports the mission of ABATE of Arizona, which is essentially to promote motorcyclists and motorcycling in a safe and positive manner through education and legislation. Anyone may submit an article or advertisement for publication.

However, the Editorial Board of the Masterlink reserves the right to exercise their discretion regarding content in the publication, which means an article or advertisement may not be published if the Editorial Board considers the material inappropriate for, or if space requirements do not allow for, publication in the Masterlink.

EDITOR'S NOTE:

If any of the Officers are listed here incorrectly, please send corrections to: **TheMasterlink@abateofaz.org**
 I will be sure everything is accurate for the next Issue and on the web site.

News from the MRF

Riders and Motorists Can Work Together to Save Lives

Washington, D.C. — In order to reduce motorcycle crashes and save more lives, the Motorcycle Riders Foundation (MRF) wants to remind all road users that May is Motorcycle Safety and Awareness Month.

According to the National Highway Traffic Safety Administration (NHTSA), motorcyclists accounted for 14 percent of all traffic fatalities in 2018, while motorcycles make up just 3 percent of all registered vehicles in the United States.

In 2018, 4,985 motorcyclists were killed in motor vehicle crashes, which is a 4.7 percent decrease from 2017. The majority of these were not single-vehicle crashes but instead involved other vehicles on the road. More than 88,000 motorcyclists were injured in motor vehicle crashes.

MRF President **Kirk "Hardtail" Willard** had this to say, "Motorcyclists must learn through training and experience the best way to stay safe on a motorcycle. Avid motorcyclists are cognizant of the skills required to avoid crashing and will practice and train accordingly. And even though we hone keen awareness skills, riding safe also demands that others we share the road with remain constantly aware of motorcyclists, this is aided by constant messaging by our motorcyclists rights organizations and various governmental and public service agencies. May

is traditionally the month many riders are hitting the road after winter and other vehicle drivers must pay attention, hence the importance of May is Motorcycle Awareness month."

With thousands of deaths each year, motorcyclists are overrepresented in crashes and fatalities.

"Even the smallest momentary lapse in awareness by a motorist can result in the death of an unseen motorcyclist. Misunderstanding, misjudging, or overlooking a motorcycle can cost someone their life," said MRF Director of Motorcycle Safety **Jay Jackson**. "We hope that shedding light on the issue during the month of May will help both motorists and motorcyclists begin to understand the driving behaviors that can help keep all of us safe."

On average most motorcyclists involved in fatal crashes collided with another motor vehicle. Because they have a smaller profile and have greater maneuverability than cars and trucks, motorcycles can be difficult to see or spot on the roadway, and motorists have difficulty judging their distance and speed.

Motorists making left turns at intersections are one of the most common causes of motorcycle crashes, due to motorists' difficulty judging the distance and speed of motorcycles.

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Would you like to receive The Masterlink digitally? It is posted monthly on the ABATE website - www.abateofaz.org. Opt out of the receiving the The Masterlink? Please contact the ABATE Office if you would like to no longer receive a hard copy of The Masterlink. 480-256-9237 or jpsilk2264@gmail.com

Mission Statement

We will lobby and educate the government and the general public to promote motorcycling in a safe and positive image.

We will endeavor to enlist the cooperation and participation of all organizations and individuals who share

a similar interest in preserving our American tradition of

FREEDOM.

We will involve ourselves in fund raising to achieve our goal.

How to Reach Us

480-256-9237
For Advertising Rates
Email Eric
at themasterlink@abateofaz.org
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 7509 N. 12th St, #200
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MasterLink Advertising Rates:

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Business Card Size (3-1/2" w x 2" h):	\$20.00	\$60.00	\$200.00
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1/4 Page (5-1/2" w x 8" h)	\$70.00	\$210.00	\$700.00
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Full Page (10-1/4" w x 16" h)	\$200.00	\$600.00	\$2,000.00
Full Color Back Page (10-1/4" w x 16" h)	\$400.00	\$950.00	\$3,300.00

President's Report



By Shirley Bizub

Well finally there might be a glimpse of light as our state starts to open back up. And maybe find toilet paper and hand sanitizer on our shelves once more.

As you all know Too Broke For Sturgis was cancelled. This saddened me to have to do, but for the safety and following state reopening levels this just wasn't going to fall into place this year. On the other hand we have to look forward to a bigger and more happening time next year.

Please remember your community, some businesses are struggling as they reopen and could use the support of everyone in their communities. So if you're able to help out please do.

May is Motorcycle Awareness month and as fellow brothers and sisters, we need to be watching for the motorist's that are not watching for us. Seems like the nicer the weather gets, the more spacey drivers get too. Be safe and keep a check on tire pressure throughout these hot days .

Let's see if we can't get some good

rides in and maybe support other chapters on their run. I will be hitting meetings starting in June to get out and meet some members.

Hoping our next officer meeting will be back on course starting June .

That's it for now, stay with the rubber side down and talk to you real soon.

ML&R,
MOONSHINE,
SHIRLEY BIZUB

News from the MRF (continued)

A motorcyclist's "braking" is not always obvious to motorists. Motorcycles decelerate faster than vehicles, so motorcyclists will often downshift instead of applying the brake, especially when driving around a curve. This means the brake lights will not be engaged to signal motorists of deceleration or an upcoming stop.

Drivers -- please follow these safety tips to be more aware of motorcycles and to help keep all on our roadways safe:

Slow down, assess your surroundings, and don't rush when crossing intersections, entering the road from a parking lot or driveway, or turning left. Always give yourself enough time to thoroughly check for motorcyclists.

When turning left, ensure there is enough time and space for the motorcyclist to clear the roadway before you initiate the left turn.

Don't follow motorcyclists too closely and allow sufficient braking cushion between your vehicle and the motorcycle in front of you to give your vehicle

enough room to come to a complete stop without a collision. Remember, a motorcyclist's brake lights might not always be engaged when a motorcycle decelerates.

Always double-check your blind spots when changing lanes or starting to enter or exiting the roadways. Adjust your rear- and side-view mirrors and use them properly.

Remember: May is Motorcyclist Safety and Awareness Month - Motorcyclists and Motorists Can Work Together to Save Lives.

Motorcycle Fatalities Decline for the Third Year

The National Highway Traffic Safety Administration (NHTSA) released the "Early Estimate of Motor Vehicle Traffic Fatalities in 2019," where the preliminary numbers show that motorcycle fatalities decreased 1% from 2018 to 2019. The early estimated from the Fatality Analysis Reporting System (FARS) shows that 36,120 people died on our nation's roadways in 2019. Overall, this represents a

1.2% decrease from 2018, while Vehicle Miles Traveled (VMT) increased by 0.9% during this time. Fatalities decreased in most major traffic safety categories: Drivers (down 3%), Passengers (down 4%), Motorcyclists (down 1%), Pedestrians (down 2%), and Pedalcyclists (down 3%). You can download NHTSA's full Early Estimate of Motor Vehicle Traffic Fatalities in 2019 here.

"Safety is our top priority so this report that traffic fatalities appear to have decreased again for the third year is great news," said U.S. Transportation Secretary Elaine L. Chao. The U.S. DOT and NHTSA remain committed to reducing motor vehicle fatalities. In February 2020, NHTSA released over \$562 million in grants for highway safety programs that were appropriated through the current Highway Authorization, known as the FAST ACT, to the Offices of Highway Safety in all fifty states and U.S. territories.

"We know that most of the 36,560 roadway fatalities in 2018 related to behav-

ioral issues such as speeding, alcohol and drug-impaired driving, distraction, motorcycle safety, and seat belt usage. The grants we're announcing today will help our partners in state and local law enforcement and other transportation officials enforce their highway laws and educate the public so that our roads will be safer for everyone," said NHTSA Acting Administrator James Owens. In the fiscal year 2020, NHTSA awarded \$4.2 million in motorcycle safety grants to 43 states and one territory. You can see the full break down of what your state was awarded here.

The Motorcycle Riders Foundation is continuing to engage with Congress about the priorities of motorcyclists for the next Highway authorization. The FAST Act is set to expire in 146 days, and as of today, neither chamber of Congress has drafted legislation for the next five-year authorization. If you want to review any of our legislative priorities, you can read our 2020 legislative Agenda here (<https://www.mrf.org/legislative-tools/>).

Our Oath Has No End Date

Mike Infanzon
Legislative Director

We've all taken it, the Oath of Enlistment. When did you take it? Where did you take it? What feelings ran through you? I was 17 at MEPS in Phoenix, AZ. I was so nervous, proud, and anxious to start this next chapter in my life. To date, I've served 13 years in the Marine Corps. When I end my service, does my promise to defend the Constitution just end? I am going to ask many questions, and I won't try to answer them all. Let's start with the foundation of this article.

The Oath of Enlistment:

I, (NAME), do solemnly swear (or affirm) that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; and that I will obey the orders of the President of the United States and the orders of the officers appointed over me, according to regulations and the Uniform Code of Military Justice. So help me God.

The first oath was created in 1775 during the process of creating the Continental Army. This oath has evolved over the years to the one we swear by today. The first oath under the Constitution was created in 1789 and lasted until 1960 when the oath we all know was approved by

Congress and implemented in 1962. You can view the oaths over the years in footnote 1. It also has a brief history of the oath. Now, on to the questions.

"I will support and defend the Constitution of the United States against all enemies, foreign and domestic." The foreign part of this statement is easy. Domestic enemies is the more difficult term to interpret. In my humble, non-expert opinion, a domestic enemy to our Constitution is anyone who perverts it outside its text, or considers it suspendable during a crisis. Which, of course, leads us to the 10th Amendment. It reads: *The powers not delegated to the United States by the Constitution, nor prohibited by it to the States, are reserved to the States respectively, or to the people.*

This Amendment gives States and the people quite a bit of discretion on most things, but not all. The rights enumerated in the Bill of Rights are guaranteed and protected by the Constitution and are not meant to be suspended on a whim by State and Local Governments for any reason. It's meant to restrict government, not the people. Quick note: courts have held that States have authority to implement quarantines, as long as they are reasonable and non-discriminatory.

With this in mind, in our oath we promise to support and defend the Constitution

from all enemies foreign and domestic. If it comes down to defending it against a tyrannical government (ours, state or federal), that has the potential to be considered treason. According to the Constitution:

Treason against the United States, shall consist only in levying war against them, or in adhering to their enemies, giving them aid and comfort. No person shall be convicted of treason unless on the testimony of two witnesses to the same overt act, or on confession in open court.

At what point does fulfilling your oath become treason? Can it ever be treason? At what point would you decide to turn on your government? How far would you let it go before you took that risk? In the minds of many veterans, we quickly jump to forming militias as the first line of defense of our Constitution and way of life. Is all out revolution the only way to defend the Constitution? When and for how long do we take a backseat to those who wish to pervert our Constitution? What other options do we have when things get to be too much?

I don't necessarily have answers to all these questions, and I won't try to answer them for you. They are for you to personally ponder. I would say that an all out armed revolution against our government, at any level, would probably be treason,

but I'm no expert. However, that's not the only way to defend the Constitution. The other way takes more effort, but is worth the fruit in the end.

I've read from some that your oath ends when your service ends. But I can't understand how you can simply give up taking an active role in the process. I simply can't get behind that mindset. When you get that coveted DD-214, it's simply just verification of the honorable end of your active service. To me, it does not nullify your oath. It is, however, your right to live as you please. I don't look at someone differently if they decide to keep to themselves. We took that oath because we believed in the American experiment. Because the Constitution and the founding fathers had it right, and that what they created was something worth fighting for. Not just for a few years.

So, when does our oath end? When does our duty to serve end? Never. Our oath has no end date. We must become involved in our local, state, and national political affairs. It's our duty to do so and to carry on our mission to support and defend the Constitution. Get involved in the political process at any and all levels. I know most people hate politics/politicians.

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Chapter Reports

High Country Chapter

There are more motorcycles than ever cruising through High Country and it makes us proud to see all these bikes. There is probably a lot of pent-up desire to get out and ride (for those who haven't been) and as our business members slowly re-open, it is a great time to come and visit. Just remember that there are just as many deer and elk running around as ever. A half-hour before and after dawn and dusk are the two worst times to be on the road if you want to avoid animals (and trust us, you do).

High Country's next event will be our annual Chili Cook-off event in October. This is the event that raises money to pay for our annual Barbie Hensler Memorial Toy Run which allows us to provide Christmas to as many deserving Rim Country children as we can.

Just like the rest of the state, with most things closed down and social distancing the new normal, there has not been much else happening to report about. Hopefully we will have some great stories for you for next month.

Remember, you always have an invitation to come and see us. If you can, drop by the Moose Lodge in Star Valley a little before 10 AM on the 3rd Saturday of the month and join us for our monthly Chapter Meeting. We would love to have you join us (after all these restrictions are lifted).

Mohave Chapter

As I sit here at the computer writing this report a few things are finally starting to open back up but some national, regional, area events and also some motorcycle events are still being cancelled or postponed. I would like to stress to everyone as things start to reopen that we support local business that have supported us as in ABATE or other motorcycle organizations. Now would be a good time for all motorcycle organizations to step up and help our local communities wherever we can.

Our last chapter meeting was supposed to be on Sunday, April 19, we cancelled that because of the Corona virus. Instead we had an informal planning meeting with chapter officers and a few key members, discussed future events and membership

drive activities. At the planning meeting we had enough members present to vote on changing the day and time of our monthly meeting to free up more time on the weekends for events or rides. We will now be having "Bikers Taco Monday" at the VFW in Golden Valley the 3rd. Monday of each month, tacos and then meeting at 6:00 pm, our next meeting is Monday, May 18th. On Saturday Moonshine (events coordinator, state president) and G are hosting a BBQ and pool party at their house in Kingman.

A reminder May is motorcycle awareness month so do what you can to promote awareness and remember with things opening up more also brings more vehicle traffic on the road.

RIDE SAFE AND STAY HEALTHY.

Tom Aydt
Mohave Chapter Coordinator

Phoenix/Shadow Mountain

Hello friends,

As most of you know, the Phoenix/Shadow Mtn. Chapter meeting for April was cancelled due to restrictions in place by governing authorities. As we investigate our options and these restrictions are eased, we look forward to returning to our regular scheduled meetings, on the second Sunday of each month, as soon as possible. Keep in touch with developing news from the Chapter by joining our Facebook group or send a request to our Gmail asking for bulletins:

facebook.com/groups/1640745202851394
and ABATEPhxShdwMtn@gmail.com

Adapting to the current situation, the officers of the Phoenix/Shadow Mtn. Chapter met on Sunday May 10th by phone conference to check in on each other, share news from the membership, State operations and Boardroom. More importantly, we met to turn in our officer reports to the membership. As such, Tara, our Treasurer, reports all chapter funds are accounted for and Will, our Membership officer, reports members are maintaining their memberships but we need to continue to grow and reach out to our former members. Dee, our Merchandise officer, is working on Phoenix/Shadow Mtn vest pins and t-shirts while Nolan, our Chapter & Run Coordinator, is hard at work put-

ting together what our next ride or fundraiser will be. We had several great ideas during the meeting and we look forward to getting together to focus them into something everyone can participate in. Also, Mike Rudd, our Vice Coordinator, and interim Communications officer, reports no new news from State Communications we need to address at this time, and Robb, our Chapter representative on the Board of Directors, brought everyone up to date on recent decisions made by the Board and what has been tabled until the July Board of Directors meeting. As always, the minutes from this meeting will be available at our next meeting. Thank you Lyn for being a great Secretary, keeping the minutes in order and all of us organized!

The Chapter meeting was productive, but definitely not the new-normal going forward. We all look forward to gathering and coordinating with ALL our ABATE Brothers & Sisters soon. Keep in touch with the links listed above so you can be included and kept up to date with ABATE's Phoenix/Shadow Mtn. Chapter.

Ride Safe & Live Free!

Phoenix/Shadow Mtn. Chapter
ABATE OF ARIZONA

Superstition Chapter

NO REPORT.

Southern Arizona Chapter

NO REPORT.

Yavapai Chapter

We in Yavapai are all like you other ABATE members- on lockdown and social distancing when and where we can. Our chapter put the kibosh on our monthly meetings due to the local environmental conditions, so we used "ZOOM" to meet for the first time this past month. We didn't have a huge turnout (nor a quorum) yet this dry trial run means we as a group can "meet and have our meetings" in the future.

Passed successfully Meetup.com Advisory- costs at \$98.94 for 6-mos of use, will be paid monthly. Meetup.com use and exposure for new members. Also, J.P. Garcia is involved with market-

ing and communications. Benefits would be links to State ABATE website, membership/signup link, Masterlink, network potential members, schedule events and communicate with members.

The Yavapai Chapter normally meets on the second Wednesday of the month at 6:00 pm (without COVID-19), at the VFW Post 541 Bucky O'Neill's at 202 N. Arizona Ave., Prescott 86301. For more information: contact ycabateaz@gmail.com or call Dan @ 928-308-9911. Dinner available most meetings at 5:00 pm put on by the host, but it would be best to call ahead.

Membership report: 66 members, 7 Business members: Barefoot Bobs, El Charro Norte, Summit 4x4, Mark's Beergarden, Mormon lake, Star island, Renegade Classics Phoenix.

Ms. Brooks did not renew last month, as well as one member from San Diego.

Respectfully submitted-Suni Sommers, Membership Officer.

Ride Long, Ride Hard and Ride Safe - Cheers!

Andrew (A. J.) Killian

Chapter Secretary - Acting
Communications and Chapter Safety Officer

Yavapai Chapter of ABATE of Arizona

928-533-3312

Yuma Chapter

Please be advised that Yuma hasn't been meeting or riding due to the pandemic pandemonium. We did however get a proclamation from our mayor for May motorcycle awareness month. It will be posted at our local Harley Davidson shop.

Gee lots of long "p" words huh?

Be safe and stay healthy!
Frank

Our Oath Has No End Date (continued)

I get it. As Thomas Paine said "Government, even in it's best state, is but a necessary evil; in its worst state, an intolerable one." For centuries, men and women have fought and died for the American dream. As the surviving few who have sworn an oath, it becomes

incumbent upon us to continue to support and defend the Constitution in any capacity we see fit.

Semper Fidelis
Tim Taylor

"All men are afraid in battle. The coward is the one who lets his fear overcome his sense of duty. Duty is the essence of manhood." - Gen. Patton

Tim Taylor is a SSGT in the Marine Corps Reserves and very active in his

community and the Arizona political landscape.

<https://taylordevelopments.wixsite.com/azconservativevoice/veterans-voice>

Harley-Davidson appoints Jochen Zeitz as President & CEO: New plan to redefine brand

<https://blog.bikernet.com>

by Rahul Kapoor from <https://www.financialexpress.com>

With Matt Levatich stepping down, Harley Davidson had appointed Jochen Zeitz to lead the brand in the interim. But Zeitz has now been appointed as the president and CEO for the Milwaukee based motorcycle manufacturer.

Harley-Davidson, the iconic American motorcycle brand has elevated interim President and CEO Jochen Zeitz as the new

President and CEO of the company. Zeitz was appointed into the interim position after the former head of the brand Matt Levatich stepped down after a dismal sales performance of the brand that it witnessed in recent years. Zeitz who is currently the chairman of the board of Harley-Davidson brings his experience as the CEO of the sports apparel and goods brand Puma to the role. He also has plans to restructure the company and also redefine Harley Davidson.

In a press statement, Zeitz said "Over the next few months, we will re-wire the business and redefine a new 5-year strategic

plan later this year. I will then oversee the implementation of these changes and reignite Harley-Davidson as one of the most revered and iconic brands in the world,"

Zeitz is working towards an all-new brand strategy called "The Rewire" that would allow Harley-Davidson to enter new markets and segments as well. The plan is said to develop further in the coming months which will incorporate key products, and initiatives from the current ongoing strategy for the brand, but with a key focus on markets and products that can help drive profits and growth.

Harley-Davidson has found the last few years to be difficult in terms of unit sales. This has been more prominent in its home market – the USA as the modern consumers have moved away from heavyweight cruisers to adventure touring models or ADVs. Zeitz has been on the board of directors of the Harley-Davidson since 2007 and has served as the chairman and CEO of Puma from 1993 to 2011, and CFO from 1993 to 2005.

Coast to Coast

*NCOM BIKER NEWSBYTES
Compiled & Edited by Bill Bish,
National Coalition of Motorcyclists
(NCOM)*

RIDING BACK FROM COVID-19
All 50 states are now in various stages of reopening, and along with restrictions being lifted and the COVID-19 curve flattening, hopes for more normalcy are high; and none higher than amongst the motorcycling community.

Most industries have been hit hard by the global pandemic, and motorcycle sales and production have been among the most impacted, with factories shut down, dealerships closed, events cancelled or postponed, and even ridership restricted in many parts of the world.

Rules around travel and mixing in groups are being relaxed because new infections of the Coronavirus are declining and within the capabilities of the health system to cope, and soon groups will be able to ride together again, and gather at their local watering holes, maintaining social distancing and observing other safety protocols, of course.

Around the globe, motorcycle manufacturers and the supply chain are reopening production, shops and dealerships are doing business within certain constraints, and bikers are realizing a late-Spring

bloom amid the gloom.

Harley-Davidson is reopening its U.S. factories in Wisconsin and Pennsylvania and will accelerate production in phases, launching a new five-year strategic plan to revive sales.

Looking forward, the landscape is changing, as major events are planning comebacks. Americade in Lake George, NY, after much deliberation, has decided to move their dates from June to July 21-25. Myrtle Beach, South Carolina's spring Bike Week and Atlantic Beach Bikefest have been postponed, with Horry County leaders giving their blessing to a July motorcycle rally date. Laconia Motorcycle Week, America's "Oldest Running Motorcycle Rally," has officially postponed their 97th annual event in Weirs Beach, NH, to August 22-30, following a unanimous decision by their city council. The 80th annual Sturgis Rally in South Dakota is still on track for August 7-15 as experts predict COVID-19 will have peaked and continue into decline before the end of the summer.

Speaking of 'track', the MotoGP World Championship racing calendar is expected to drop the checkered flag in July, adapting to a new format of hosting motorsports events with minimal staff and without spectators, while employing social distancing where possible.

ILLINOIS BIKER BAR FIGHTS TO REMAIN OPEN UNDER CORONAVIRUS ORDERS

A popular 24-year old biker bar near Rockford, IL has had enough with Illinois' stay-at-home order, and has decided to sue Governor JB Pritzker, claiming his executive orders are unlawful.

Like many businesses, Poopy's Pub & Grub is feeling the economic sting of the pandemic, and after being shut down by local authorities when bikers began congregating on his property this spring while ordering curbside service, owner Kevin Promenschenkel hired a lawyer to make a legal run at the governor's executive order.

Specifics of the lawsuit, shared by Northwest Herald (nwherald.com) assert that "...he (Governor Pritzker) lacks the statutory authority to issue executive orders putting restrictions on businesses during the COVID-19 pandemic, and therefore a cease-and-desist order issued to the biker bar as a result of such an order should be voided."

In addition, only the Carroll County Health Department, acting through the Illinois Department of Public Health, has the "supreme authority" vested by the constitution to shut a business down for health code violations, and it has not

done so, according to the suit filed in Carroll County Circuit Court.

TRAFFIC FATALITIES DECREASE FOR THIRD STRAIGHT YEAR
The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) early estimates of 2019 Motor Vehicle Traffic Data show reduced fatalities for the third consecutive year. According to preliminary estimates for the Fatality Analysis Reporting System (FARS), 2019 data on highway crashes demonstrate a continued decline in traffic fatalities. The nation saw a decline in traffic deaths during 2018 and 2017, and these newest estimates suggest a continuing decline in traffic-related deaths.

"Safety is our top priority so this report that traffic fatalities appear to have decreased again for the third year is great news," said U.S. Transportation Secretary Elaine L. Chao.

Fatalities decreased in most major traffic safety categories:
Drivers (down 3%)
Passengers (down 4%)
Motorcyclists (down 1%)
Pedestrians (down 2%)
Pedalcyclists (down 3%)

continued page 6

Join A.B.A.T.E.

ABATE IS:

- A Motorcycle Rights Organization (MRO)
- For Bikes & Riders, regardless of Race, Creed, color, sex, age, machine or gear
- For all Motorcycles regardless of Fraternal or club affiliation, as well as Independents
- For people interested in motorcycle safety
- For People interested in rider education
- For people interested in motorcycle awareness PSAs directed to non-Riders
- For people interested in protecting and promoting motorcycling
- A volunteer, not-for-profit grass-roots organization
- For Motorcyclist who enjoy the ride

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ABATE of Arizona Serves to:

- Collaborate with other organizations to

monitor and support funding for practices that do not discriminate against motorcycling.

- Encourage political involvement of its membership.
- Promote and present motorcyclists and motorcycling in a positive and safe manner.
- Help prevent motorcycle crashes and promote crash survival through rider education, and public awareness campaigns.
- Encourage ongoing federal research programs such as use of E15 fuel in motorcycles, inclusion of motorcycles in ongoing transportation emerging technologies, and improvements in safer roadway design strategies.
- Promote rider skills training

ABATE of Arizona has developed a program with the mission to provide motorcycle awareness training to all drivers and soon-to-be drivers on the road in Arizona. Instructors provide a one hour program to students in driver education classes throughout the state.

Motorcycle Awareness Program (MAP)

MAP is available to be presented to civic organizations as well as most businesses that hold safety meetings. FMI: map@abateofaz.org

ABATE accomplishments:

- 1992** Opened HOV lanes to motorcycles
- 1993** Helped prevent mandatory helmet legislation in Arizona
- 1997** Established handlebar height elevation to shoulder height
- 2001** Established Motorcycle Safety Fund
- 2002** Established Arizona Motorcycle Safety Council
- 2004** Established veteran plates for motorcycles
- 2007** Eliminated yearly motorcycle emissions testing in Pima County
- 2007** Removed cap on Motorcycle Safety Fund
- 2013** Eliminated yearly motorcycle emissions testing in Maricopa County
- 2015** Eliminated restriction on handlebar height
- 2017** Successfully prevented mandatory helmet legislation
- 2017** Reestablished Motorcycle Safety Fund for 5 years
- 2017** Helped pass the Teen texting bill
- 2017** Helped pass the Civil Forfeiture changes
- 2018** Introduced Anti-profiling legislation
- 2018** Stakeholder for Lane Splitting Bill
- 2018** Stopped the adoption of California emissions standards in Arizona
- 2018** Helped pass "Pam's Law" - Aggravating factor for injuries to pedestrians and motorcyclists by distracted and

DUI offenders

- 2019** Anti-profiling; encouraging prevention Memorial unanimously passed 60-0 in the House
- 2019** Mandatory helmet law with fees attached defeated once again
- 2019** Helped pass the Texting while driving, prohibition and enforcement, statewide hands-free law signed by Governor April 2019
- 2019** Helped pass legislation excluding "slingshot" type 3 wheeled vehicles from class M applicability signed by Governor April 2019

JOIN ABATE NOW!

ABATE Of Arizona provides a unified voice for all motorcyclists in Arizona. Add your voice to ours. Join ABATE now, for the preservation of your ability to ride a motorcycle with the freedom that's your right!!

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Website: www.abateofaz.org
To join our discussion group, send email to
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Coast to Coast (continued)

A statistical projection of traffic fatalities for 2019 shows that an estimated 36,120 people died in motor vehicle traffic crashes, representing an estimated decrease of about 440 (down 1.2%) from the reported 36,560 fatalities in 2018, even though Vehicle Miles Traveled (VMT) increased by 0.9%. As a result, the fatality rate for 2019 was 1.10 fatalities per 100 million VMT, down from 1.13 fatalities per 100 million VMT in 2018. If these estimates are reflected in the final data, the fatality rate per 100 million VMT would be the second lowest since NHTSA started recording fatal crash data.

IN-CAR INFOTAINMENT SYSTEMS MORE DANGEROUS THAN TEXTING OR ALCOHOL

For a few years now, most new cars have come with high-tech, flashy infotainment systems that can control everything from the stereo, air conditioning, and even seating position, but a recent European study has determined that car infotainment systems can be as detrimental to a driver's reaction times as texting, alcohol and even cannabis are.

Among the results, IAM RoadSmart found that motorway stopping distances were increased by between four and five car lengths when the driver was using infotainment systems. The study also found that drivers took their eyes off the road for as long as 16 seconds while driving (equivalent to a distance of nearly 550 yards at 70 mph), while using the touch-controlled systems -- results that are even worse than texting at the wheel.

Among the key findings from the report;

- Controlling the vehicle's position in the lane and speed suffered significantly when participants failed to react to stimulus on the road ahead.
- Reaction times were slower when selecting music through Spotify while using Android Auto and Apple CarPlay.
- Drivers would take their eyes off the road for longer than 12 seconds.
- Participants underestimated time spent looking away from the road, by as much as 5 seconds.

"We're now calling on industry and government to openly test and approve such systems and develop consistent standards that genuinely help minimize driv-

er distraction," said Neil Greig, policy and research director at IAM RoadSmart. "Anything that distracts a driver's eyes or mind from the road is bad news for road safety."

HONDA PATENTS EXTERNAL AIRBAGS FOR CARS

While external airbags are not a new idea in the automotive industry, the new system patented by Honda is smarter than just an airbag mounted to the front of a car, and could cut injury rates for pedestrians, bicyclists and motorcycle riders.

Instead of having just one airbag that deploys automatically in the event of an accident, the new system scans the road looking for a potential hazard. Once located, the system actually measures the target, determining the size, shape, and location in order to deploy the appropriate airbag at the proper pressure for each scenario. For instance, if a large target is detected, the largest airbag will fire and the bonnet of the car will raise slightly and move backwards, an action designed to help catch the person, rather than bouncing them over the roof of the car. If a smaller person or child is detected, the airbag deploys at a lower pressure to keep them from bouncing off the car and onto the ground or into traffic.

For motorcyclists, the Honda airbag system could help in certain situations, and ultimately the extra crash protection for us and other vulnerable road users can only be a good thing.

WASHINGTON STATE EXPANDS PROTECTIONS FOR "VULNERABLE ROAD USERS"

A new law in Washington protects pedestrians, bicyclists, motorcyclists and other "vulnerable roadway users" from careless motorists who cause serious injury or death.

Senate Bill 6045: "Concerning vulnerable users of a public way," was passed unanimously by the state legislature (45-0 in the Senate on Feb 12, and 97-0 in the House on Mar 6) and signed into law on March 25 by Governor Jay Inslee (D), becoming effective June 11, 2020. If convicted, a negligent driver could face penalties up to \$5,000 in fines and

have their driving privileges suspended for ninety days.

SOUTH DAKOTA CLARIFIES CONCEALED CARRY OF FIREARMS ON MOTORCYCLES

When the state legislature in 2019 passed its concealed carry reform, often referred to as "Constitutional Carry," making it legal for every South Dakotan eligible to own a firearm to keep it concealed without a permit, it didn't apply that right to motorcycle riders, snowmobilers and ATV riders. So, this legislative session, state senators and representatives are addressing that oversight to make it clear that motorcyclists can conceal firearms while riding in South Dakota.

"It was brought to our attention that people on motorcycles were having a little trouble with the definitions of law and whether they were allowed to carry concealed," Rep. Thomas Brunner, (R-Nisland), a sponsor of the measure, testified in support of HB 1094. "Certainly, our intent wasn't that once you get on a motorcycle, snowmobile or four-wheeler that the law changes."

The legislation went on to pass both chambers overwhelmingly (64-4 in the House and 33-2 in the Senate) with the backing of the influential motorcycle lobby group ABATE of South Dakota (A Brotherhood for Awareness, Training and Education), and was signed by Governor Kristi Noem (R) on March 25, 2020.

Dianna Miller, representing ABATE, said left in the state statute, despite passage of last year's concealed carry legislation, are two provisions that restrict possession of firearms on motorcycles and off-road vehicles. That caused confusion for law enforcement and motorcycle riders, especially during the annual Sturgis Motorcycle Rally, she said.

'NAKED RIDER' SPURS ATTIRE RULE

A "naked rider" wearing only a helmet and briefs was apprehended by local authorities in metro Manila, Philippines, and for two seconds enjoyed social media fame, which has prompted authorities to revisit an "attire rule" requiring all motorcycle riders to wear

heavy/padded jackets and riding pants as it would be safer to ride wearing all the riding gear.

Last year, during a press briefing, Metropolitan Manila Development Authority (MMDA) General Manager Jojo Garcia told reporters that the agency is looking to penalize motorcycle riders, including pillions (passengers), who wear shorts when riding their motorcycles.

The MMDA GM also said that their office met with their counterparts in the LTO (government) to recommend the creation of laws and policies concerning the proper attire for motorcycle riders; "Protective devices shall include: helmets, goggles, leather boots, and protective clothing such as heavy pants, heavy jacket, leather gloves, and rain suit" added GM Garcia.


Local motorcycle groups do not agree with the proposed rule, citing that with the hot, humid tropical weather in the Philippines, requiring motorcycle riders, especially in congested traffic conditions, to wear heavy jackets and pants may do more harm than good.

So far, the laws of the land concerning proper attire for motorcycle riders require only: a standard helmet and closed-toe shoes, but it's important to note that sometimes stupid is as stupid does, and inappropriate actions such as motorcycling in your skivvies can invite unwanted and unnecessary attention.

NCOM CONVENTION -- MARK YOUR CALENDAR!

The 35th annual NCOM Convention in Indianapolis, originally planned for Mother's Day weekend at the Marriott Indianapolis East (7202 East 21st Street), has been rescheduled due to the COVID-19 pandemic to October 16-17, 2020 at the same location, so SAVE THE DATE and make your plans now to attend one of the largest and most informative bikers' rights gatherings in the world. More information to follow...

QUOTABLE QUOTE: "America has never been perfect. Freedom never is." ~ Howard Kurtz (b. 1953), host of Fox News "#Media Buzz"



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ABATE of Arizona Chapter Meeting Times and Locations

High Country Chapter

High Country Chapter meetings are held on the 3rd Saturday of the month at 10 a.m. at The Moose Lodge in Star Valley. Contact: chicknbone@live.com or 928-970-1134

Phoenix / Shadow Mountain Chapter

Phoenix/Shadow Mountain meetings are held on the 2nd Sunday of each month at 10:30am at the AZ American Italian Club, 7509 N. 12th Street, Phoenix, AZ 85020. FMI: Chapter Coordinator Nolan Steed, steednk@gmail.com

Southern Arizona Chapter

The Southern Arizona Chapter will meet the third Saturday of the month. We will gather at the Kettle Restaurant meeting room. 748 W Starr Pass Blvd., Tucson, AZ 85713. Meeting time is 10AM October through March and 9AM April through September. FMI contact Jim Butsbak (520)247-3051 or abateofazsac@yahoo.com

Yavapai Chapter

Yavapai Chapter meets the 2nd Wednesday at 6:00 p.m. at the VFW Post 541 in Prescott - 202 N Arizona Ave / 928-776-1125. For more information, please contact Dan Tumey @ 928-308-9911 or ycabateaz@gmail.com. See us on Facebook at <https://www.facebook.com/groups/ycabateaz/>.

Yuma Chapter

The Yuma ABATE chapter meets the second Tuesday of each month at 6:00 pm. We meet at the Copper Miner Restaurant, 11375 S Foothills Blvd 85367. We would love to see you there.

Mohave Chapter

Mohave County Chapter meetings are held the 3rd Monday of the month 6:00 PM at: VFW Golden Valley, Post 2555, 6068 Supai Dr., Golden Valley, AZ 86413

Superstition Chapter

We meet the 2nd Sunday of every month at 2:00 PM at the Superstition Harley-Davidson, 2910 W. Apache Trail, Apache Junction 85120, in the conference room on the second floor. You do not have to be a member to attend so come on by and say hello. Riders of all types of bikes, and even non-riders, are always welcome.

ABATE of Arizona Business Members

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602-231-0300

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Territorial Bar
Tucson, 520-514-9035

Arizona Confederation of
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Great Lakes Properties
Gilbert 641-226-3527

Mormon Lake Lodge
928-354-2227

Tonto Rim Bar & Grill
Star Valley, 928-363-4074

Az Body Therapy
Glendale (623) 847-0958

Gwen Zolber, PLLC
Phoenix, 602-819-4018

Motorcycle Safari
motorcyclesafari.com

Tonto Silkscreen & Embroidery
Payson 928-474-4207

AZ Legal Docs & Services
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Gypsy's Roadhouse
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Renegade Classics
(602) 595-9597, Phoenix

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http://hdbitchin.com,
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1-800-LawTigers

Star Island Motorsports
Prescott Valley, (928) 772-0855

Sacred Skulls MC

El Charro Norte
Chino Valley, AZ, 928-460-5869

Herman's Automatic
Transmissions, 520-499-4119

Summit 4x4 Company
Prescott, 928-227-2026

Templar Crusaders MC

Superstition Harley-Davidson
Apache Junction, 866-362-0600



Mike Infanzon
Legislative Director

Stop Fighting on Social Media: Effective Tactics for Persuading People Online

Social media has the power to bring people from across the globe together. But all too often, instead of being used for vibrant discussion it's used for angry rhetoric and tribalism.

Social media can be a great tool for advancing freedom if you use it correctly. Here are some tips on how to be effective with your posts and tweets.

Remember the Golden Rule

When it comes to winning hearts and minds on social media, the Golden Rule is essential: *Do to others as you would have them do to you.* When you're writing a post, comment or response, stop and think how you would feel if you were on the other end.

Read the post out loud and imagine someone saying it to you in a conversation. If you think it feels hurtful, rework it. Being antagonistic or mean will just make the other person dig in and refuse to change their minds. Positive, thoughtful communication fosters productive discussions instead of screaming matches.

Keep it Short

Few people are going to read a wall-of-

text rant, especially if they don't know anything about the topic. Be clear and concise, not wordy and verbose. Try to spark people's interest so they want to learn more about the topic rather than doing an upfront data dump.

Fight Fake News

Between rumors, myths, and lies, there is a lot of fake news on social media today, and unfortunately, too many activists fall for them. When misinformation spreads like wildfire, it ruins our credibility.

Before clicking "share" on a graphic or factoid, do some research first. Fake news can be easy to spot once you know how to look for it. If it sounds too good to be true, it probably is. And if someone shares

fake news on your timeline or in a social media group you belong to, gently correct them.

Ask Thoughtful Questions

Instead of confronting someone head-on, the best approach is to ask a genuine, thoughtful question or two. Getting someone to think carefully about an incorrect statement or belief can be the best way to change their mind.

Know When to Let Go

If things are getting heated or you're not making any headway, it's time to cut bait and move on. Don't waste your time fighting with someone who's never going to change their mind.

California Study Exposes Myth Of Lockdown Superspeeding

<https://www.thenewspaper.com>

The National Highway Traffic Safety Administration (NHTSA) on Tuesday released figures showing traffic fatalities in the United States continued to decline throughout 2019. Some public officials have been suggesting that the positive traffic safety results seen over the past three years has been replaced by the new danger of "superspeeding" while the virus scare empties roads nationwide. A recent traffic study suggests that these anecdotal claims are inaccurate.

NHTSA reported 36,120 highway fatalities last year, down 1.2 percent despite a 0.9 percent increase in traffic volumes. The reductions in fatalities were even greater for car accidents involving pedestrians and bicyclists, which saw 2 and 3 percent drops, respectively. At 1.1 fatalities per 100 million vehicle miles traveled, 2019 represented the second-lowest fatality rate the

agency has recorded. Despite this, some are suggesting that 2020 results will be worse.

"This is good news, but clearly much work remains," Governors Highway Safety Association (GHSA) Executive Director Jonathan Adkins said in a statement Tuesday. "Late last month, many GHSA members reported that the Covid-19 crisis has led to more speeding on our roadways rather than the significant reduction in traffic crashes we would expect with the nation sheltering at home."

In a report released last month, the University of California, Davis Road Ecology Center used real-time traffic crash numbers from California Highway Patrol incident reports to conclude the Golden State's shelter-in-place mandate has slashed traffic crashes and fatalities. Crashes fell as the number of vehicles measured on the road dropped 55 percent.

"We estimate that since the order went into effect, collisions and especially injury and fatality collisions have been reduced by half, from [roughly] 1000 crashes and 400 injury/fatal crashes per day to 500 and 200 per day, respectively," the report explained.

Further validating the findings, the study found an equal reduction in the number of traffic-related hospital admissions in the Sacramento area. This included a 50 percent reduction in traumatic injuries for pedestrians and bicyclists.

Contrary to the anecdotal claims about "superspeeding" during the pandemic, the report found no major increase in the number of vehicles recorded exceeding the posted speed limit by significant amounts. Using traffic detector data from eleven freeways spread around the state, the researchers concluded there were "small" changes in average traffic speeds of between 1 and 4 MPH. The fastest drivers

are found in 99th percentile data, which refers to drivers traveling faster than 99 percent of the rest of traffic. Peak 99th percentile travel speeds increased 3 MPH on State Route 88 in Ione, but the rest of the state saw increases of no more than 1 or 2 MPH.

National Motorists Association President Gary Biller suggests the media is exaggerating the number of drivers traveling over 100 MPH.

"One explanation might be that a small number of outliers create better headlines," Biller told TheNewspaper. "Another could be that police are using a very public enforcement tactic to prewarn drivers that, 'Hey, we're watching so you better slow down.'"

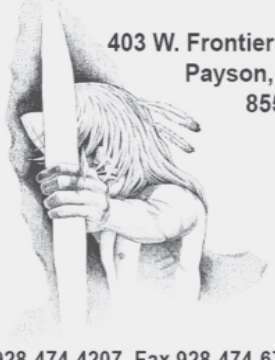
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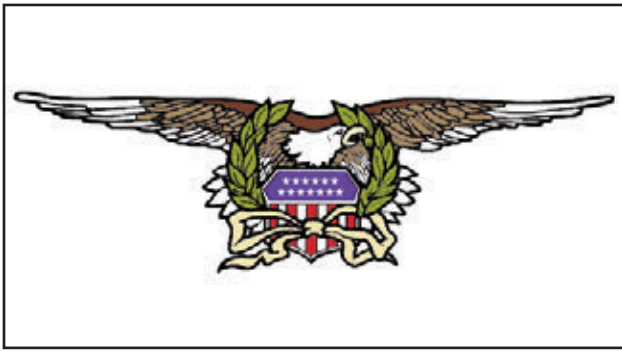
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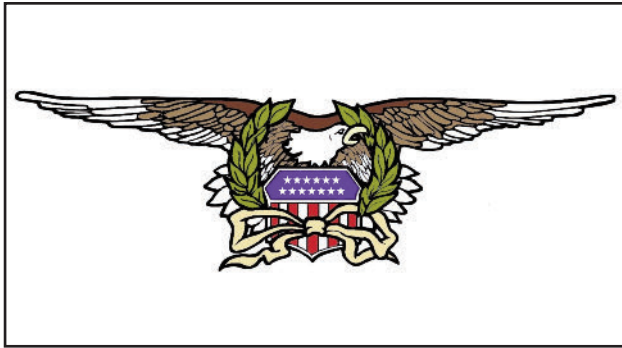
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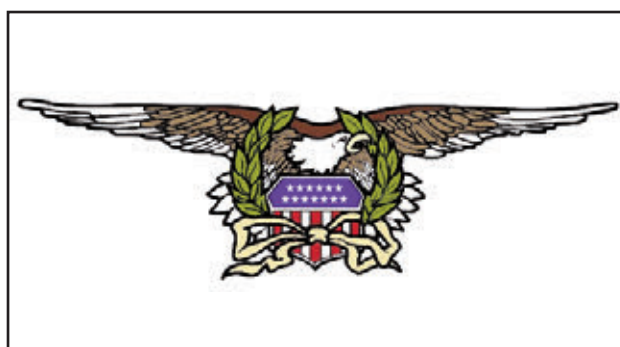
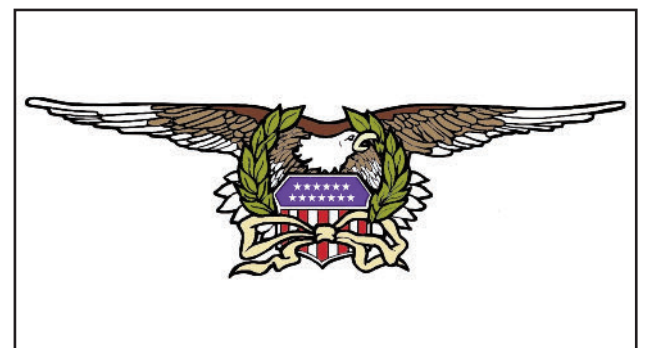
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Events Calendar

June 2020

Events are still so 'up in the air' that even if we post anything here.... there may be changes / cancellations. So we're dropping

this for now. Our calendar inside the e-dition has a short list of events expected to take place after the summer.

Troll has a Picnic Ride rolling out

of Superstition HD coming up on May 10.

Motorcycles on Main Bike Night in Downtown Mesa for June is still To Be Determined. Visit their

site as the date comes closer.

That's all for that.....

Deadpool 2 Production Company Hit Big With Fine After Death Of Stuntwoman Joi Harris

<https://blog.bikernet.com>

by Dirk Libbey from <https://www.cinemablend.com>

In the summer of 2017 while Deadpool 2 was in production, Joi Walker, a professional motorcycle racer who was working as a stunt performer for the first time, was killed when she was ejected from her bike and went through the plate glass window of a building. Now, the Vancouver-based production company, TCF Vancouver Productions LTD, has been fined nearly \$300,000 by WorkSafeBC, the British Columbia equivalent of OSHA in the U.S.

The exact fine comes to \$289,562 and is due to the finding that the production of Deadpool 2 was in violation of five requirements of Canada's Workers

Compensation Act and the Occupational Health and Safety Regulation. The finding of WorkSafe BC, is that, among other things, the production failed to identify the hazards involved in the stunt or control the risks. The stunt performer was not only not wearing appropriate safety gear, but according to Deadline, she was actually instructed by the production not to do so.

Joi Walker was working as a stunt performer in place of Zazie Beats as Domino. The motorcycle stunt was Joi Walker's first stunt performance on the film. This may have something to do with the fact that one of the other violations listed is the fact that the production failed to provide a new worker orientation for Walker.

Joi Walker's death is not only not the

only significant stunt accident in recent years, it's not even the only significant one that took place on a motorcycle. Two years before the Deadpool 2 accident, a motorcycle crash on the set of Resident Evil: The Final Chapter left stuntwoman Olivia Jackson in a medically induced coma. And while Jackson ultimately survived her injuries, she was left with permanent damage, including an amputated arm. Jackson was recently awarded damages in a lawsuit against the film's South African production company.

A stuntman on The Walking Dead fell to his death a month before the accident on the set of Deadpool 2.

More recently a stuntman on the set of F9 sustained a serious head injury in a fall. While this most recent injury is from this past summer, it appears that we've seen

fewer serious injuries to stunt people more recently, which hopefully indicates that extra care is being taken to ensure safety of all involved.

Stunt people have, without question, the most dangerous job on any film set. They're trained to be able to do these stunts safely, but there is always going to be risk. Considering the great amount of respect that many in Hollywood clearly do have for stunt performers, there's little argument that nothing is more important than their safety.

WorkSafe BC says the purpose of the fine is to motivate the employer, and other employers, to comply with health and safety requirements. Deadpool 2 was ultimately dedicated to Joi Walker.





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YUMA PROCLAMATION

Here is a picture of the City of Yuma May Motorcycle Awareness Month proclamation being given to Bobby from Bobby's Territorial Harley Davidson for display in the shop.

Here is a picture of the City of Yuma May Motorcycle Awareness Month proclamation being given to Bobby from Bobby's Territorial Harley Davidson for display in the shop.



State shuts down outdoor dining at popular Savanna biker bar

<https://blog.bikernet.com>

By SARAH FORD and KATHLEEN A. SCHULTZ

SAVANNA – Poopy’s Pub ‘n Grub, which opened Friday for curbside service and was allowing patrons to dine on site on well-distanced picnic tables, was told by the state today to cut it out.

The popular and colorful bar and grill at 1030 Viaduct Road, one of the biggest biker bars in the region, was allowing patrons to come inside to pick up covered containers of food and drink as long as they wore masks and adhered to social distancing. Hard alcohol was not sold, owner Kevin Promenschenkel said on Facebook.

They then were allowed to dine on the

outdoor patio on tables spaced 10 feet apart.

“Poopy’s is different, because we have the outside room to facilitate. Nobody ate or drank on the inside premises.

“Pretty hard for bikers to eat on a motorcycle. So we are trying to social distance as much as possible,” Promenschenkel said in a post Wednesday.

The practice drew some pretty strong criticism as well as some support on the social media site.

“Of course the haters were out in full force and have made many phone calls to shut us down completely. ... I have been informed by the authorities and am aware of the laws,” he wrote Wednesday.

Promenschenkel said he has lost two-thirds of his business to the coronavirus outbreak.

“We are a business fighting for our life.”

In the end, though, the outdoor dining had to go.

The Illinois Liquor Commission issued Promenschenkel a cease-and-desist order, which he posted on Poopy’s Facebook page this afternoon.

“Please be advised that your establishment is unlawfully operating amidst a declared limitation on services that is necessary and proper to prevent further spreading of the COVID-19 pathogen,” the order said.

“Consistent with the general health and

safety actions taken by many public officials and under the advice and authority of state public health officials, the governor of the state of Illinois has ordered that on premises consumption cease at establishments serving food and beverages.”

Poopy’s will continue to offer curbside service, carry-out and delivery, as is allowed.

“No consumption of food or alcohol can be consumed on the property. You must leave the property with your products to consume,” Promenschenkel wrote.

“Thank you to all of the customers who supported us.”

–Shaw Media

YAVAPAI CHAPTER BUSINESS MEMBER EL CHARRO NORTE

By Suni Sommers
Yavapai Chapter Membership Officer

I'd like to introduce you to one of our chapter's favorite business members. El Charro Norte is a Mexican Steakhouse which has been in business for 61 years. The owner Gary Denny says it's the oldest continually operated Mexican restaurant in northern Arizona. It was established in 1959 in downtown Prescott, and moved to Chino Valley in 2016.

I'd like to introduce you to one of our chapter's favorite business members. El Charro Norte is a Mexican Steakhouse which has been in business for 61 years. The owner Gary Denny says it's the oldest-

est continually operated Mexican restaurant in northern Arizona. It was established in 1959 in downtown Prescott, and moved to Chino Valley in 2016.

They have a nice restaurant and bar with seating for 120, and two very nice outdoor patios. One has a beautiful tiled fireplace. The restaurant is on 2.5 acres so can accommodate large indoor-outdoor events. Dry camping is available. The large back room can be reserved for up to 60. During football season, Gary has the full NFL Package viewable on the bar's 6 big screen TVs. May - October there is live music on the patio Saturdays 6-9 and Sundays 4-7. Corn hole and horseshoes also. Gary has supported the

local community in the past with events like benefits, car shows, horse riders, rock crawlers, hayrides, their annual anniversary party in March, and many other fun events.

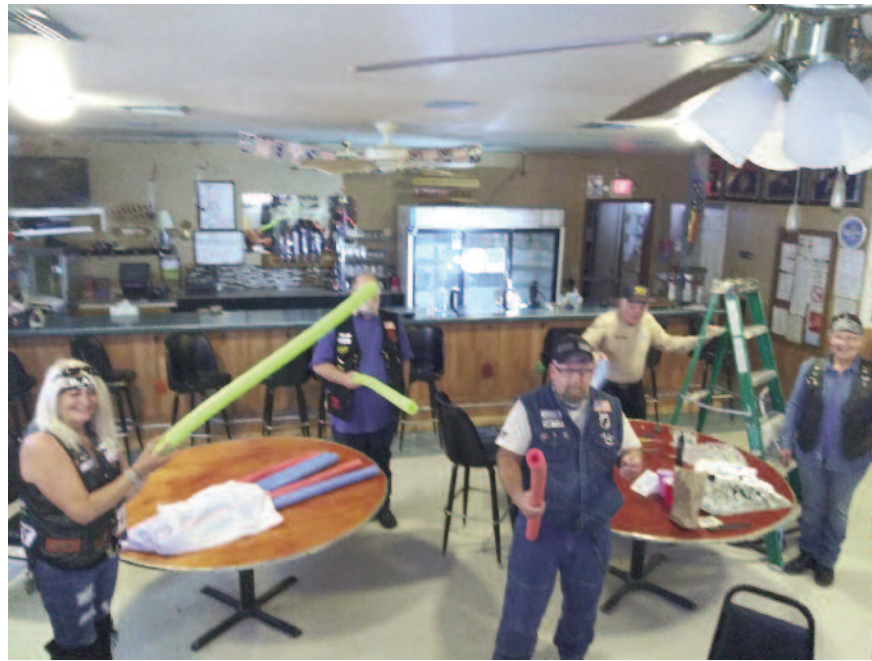
During the recent shutdown, El Charro was open for takeout and even had free food delivery. Gary took advantage of the extra time to do some maintenance and remodeling on the place, part of which included painting and adding flagstone to one of the patios. As of May 11, they have reopened per Arizona guidelines, including free music on the patio. I am hoping that Gary will reschedule his annual anniversary party that was missed in March.

At any rate, please beat the heat, take a ride or drive up to Chino Valley, which is about 15 miles north of Prescott, and check out El Charro Norte.

El Charro Norte is located in Chino Valley, AZ at 2879 Arizona Trail. From AZ 89 N, turn right at the roundabout at E. Road 4 North, and head east. Normal hours are 11-8 Sunday - Thursday, 11-9 or 10 on weekends. Contact information: 928-460-5869. www.elcharronorte.com elcharronorte@gmail.com <https://www.facebook.com/elcharronorte/>



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From The Board Room



By Woody Phillips – Chairman

May was Motorcycle Safety & Awareness month and I have already heard of 3 accidents in Arizona that involved motorcycles and occurred during the first 10 days of that month.

The worst was a Yamaha driver from Apache Junction that lost his life coming down off the rim in Strawberry, so I want to make sure everyone knows about this extremely dangerous corner for riders.

Travelling south on State Route 87/East on State Route 260 one encounters, at the top of the rim just before descending into Strawberry, signs and rumble strips warning drivers to slow to 40 mph for the up-coming curves.

There are 2 problems with the first two curves:

1. The view off to the right is AMAZING and can be very distracting for riders not familiar with the area.
2. The SECOND curve, is off camber/flat, and with a slightly decreasing radius.

In the past 8 years, 9 riders have lost their lives on this second curve. They are generally from out-of-state, possibly on un-familiar rented bikes or at least new to this road, and GOING TOO FAST! Whether they are startled by the curve, don't lean enough, lean too much, or exactly what we may never know. But what has happened in almost every one of these deaths is they lay the bike down and slam into an oncoming vehicle (large trucks 3 times).

Please share this information when you can and it is appropriate and PLEASE be extra careful when riding on unfamiliar or especially tricky roads.

Normally, June would be all about Too Broke For Sturgis, but since planning that event became impossible due to all the unknowns at the beginning of the year, TBFS is not happening. So, I'll end my column

early this month because I'd rather be out riding than sitting here typing!

Please be safe and well. Things will be better soon.

Ride Free, Ride Safe, Ride Endorsed and, **watch those intersections!**







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Royal Enfield resumes production, appoints new CFO

<https://blog.bikernet.com>

by Nehal Chaliawala from <https://economictimes.indiatimes.com/>

The company also said that about 120 of its dealerships will resume partial operations and about 300 will be operational by the middle of this month.

Classic motorcycles maker Royal Enfield on Wednesday resumed production and also appointed Kaleeswaran Arunachalam as the chief financial officer of the company effective immediately.

The company also said that about 120 of

its dealerships will resume partial operations and about 300 will be operational by the middle of this month.

The company's manufacturing unit at Oragadam, near Chennai, will be the first to begin operations in a staggered manner, with minimal staff over a single shift. Employees and shop floor staff residing in and around plant locations will be the first to work in these units so as to avoid long-distance travel.

Operations at the company's other two manufacturing facilities – Tiruvottiyur and Vallam Vadagal – will be started in a phased manner.

Meanwhile, office locations including corporate offices in Chennai, Gurgaon and the UK Technical Centre will continue to remain closed, and employees will continue to work from home, the company said.

The company's new CFO Kaleeswaran succeeded Lalit Malik who had been holding the position for the last 10 years. He will report to Vinod K Dasari, the chief executive of Royal Enfield and will be part of the motorcycle company's management team, Eicher MotorsNSE 0.35 % said in a statement.

Lalit, who is also the chief commercial officer at Royal Enfield will continue in that role.

His previous experiences include stints at Mondelez International in India and Asia, and in his early career with Aditya Birla Fashions Limited and with TVS Motor CompanyNSE 4.88 % Limited.

"He has played an instrumental role in the transformation of Future Lifestyle Fashions Limited as a market leader in its segment, through retail formats and own brands, driven by a strong business and financial model," the statement read.

Black Star 110 Is What Happens to a Harley-Davidson in Germany

<https://blog.bikernet.com>

by Daniel Patrascu from <https://www.autoevolution.com>

There's no official data on the number of custom shops around the world in the business of remaking Harleys, but rest assured there's plenty of them. Some spit out new models several years apart, but there are others, far fewer, that work around the clock on making the already incredible machines even better.

Germany-based Thuderbike is part of the

latter category. Having started life in the 1980s as a repair shop for mainly Japanese bikes, Thunderbike turned its sights on products of American behemoth Harley-Davidson, and spat out the first custom bike based on a Milwaukee-made machine in 2003.

Since then, many others have hit the roads, most of them customized at the request of the owners. The latest project Thunderbike was involved in is the Black Star 110, a build that started life as a Harley-Davidson Softail Slim S, transitioned to a custom form the company

calls Black Apple, and then settled into the shape you see in the gallery above.

The bike was commissioned by a customer about nine months ago, and was ready for a photoshoot at the end of April. The result is according to Thunderbike "one of the most radical bikes in our 18-series Softail Collection."

It rides on differently-sized wheels (21-inch front, 23-inch rear) and, with the exception of the fuel tank and the fork, which received only minor upgrades, features extensive modifications. The front

and rear fenders are new, as are the swingarm and the turn signals. There are other handlebars than the ones you would see on the stock Harley, new foot-pegs, and new mirrors.

The paint job on the motorcycle is unique as well and comes with Harley lettering on the fuel tank and the Black Star 110 name beneath the saddle.

There is no word on whether modifications were made to the bike's engine, the Screamin' Eagle 110.

Harley-Davidson Dealerships Ranked #1 in 2020 for Responding to Website Customers

from <https://www.oaoa.com>

Associated Press |

MONTEREY, Calif.-(BUSINESS WIRE)—May 4, 2020—

Harley-Davidson dealerships ranked highest in the 2020 Pied Piper PSI® Internet Lead Effectiveness® (ILE®) Industry Study, which answers the question, "What happens when motorcycle or UTV customers visit a dealer website and inquire about a vehicle?" Dealerships selling Indian motorcycles were ranked second.

This press release features multimedia. View the full release here: <https://www.businesswire.com/news/home/20200503005001/en/>

2020 Pied Piper PSI – Motorcycle / UTV Internet Lead Effectiveness Industry Study (USA) – Ranking by Brand (Graphic: Pied Piper)

The study was completed before the appearance of the coronavirus pandemic, but in the aftermath of the pandemic dealer response to website customers has become even more critical.

Pied Piper submitted customer inquiries through the individual websites of 6,012 dealerships between July 2019 and February 2020, asking a question about a vehicle in inventory, and providing a customer name, email address and local telephone number. Pied Piper then evaluated how the dealerships responded by email, telephone and text message over the next 24 hours. Twenty different measurements generate dealership Internet Lead Effectiveness® (ILE®) scores, which range from zero to 100. 13% of dealerships nationwide scored above 70, demonstrating an extensive and effective website-response process, while 36% of dealerships scored below 30, showing failure to personally respond in any way to their website customers.

The study found widespread industrywide improvement from 2019 to 2020, with the industry average ILE score increasing from 33 to 42. Brands which led the industry in improvement over the past year were Indian, Harley-Davidson, Polaris and Yamaha. Only three of thirty-three brands failed to increase their score from 2019: Club Car (Ingersoll Rand), Cub Cadet (MTD Products) and Arctic Cat (Textron).

Nearly all of today's customers first use their smart phone to shop before ever visiting a dealership in person. Pied Piper finds that most dealers today understand that responding to web customers is critical to sales success, but there is still plenty of variation in dealership behaviors. "The key to driving improvement in both web-response behaviors and sales," said Fran O'Hagan, President and CEO of Pied Piper, "is to show dealers what their web customers are really experiencing. It's often a surprise."

PSI® Internet Lead Effectiveness® (ILE®)

) Industry Studies have been conducted annually since 2011. The 2020 Pied Piper PSI-ILE Industry Study (U.S.A. Motorcycle/UTV) was conducted between July 2019 and February 2020 by submitting customer internet inquiries directly to a sample of 6,012 dealerships nationwide representing all major brands. Examples of other recent Pied Piper PSI studies are the 2020 PSI-ILE U.S. Auto Industry Study (Toyota brand was ranked first), and the 2019 "PSI for EVs" U.S. Auto Industry Study (Tesla brand was ranked first for selling in-person). Complete Pied Piper PSI industry study results are provided to vehicle manufacturers and national dealer groups. Manufacturers, national dealer groups and individual dealerships also order PSI evaluations—in-person, internet or telephone—as tools to measure and improve the sales effectiveness of their dealerships. For more information about the fact-based Prospect Satisfaction Index® process, go to www.piedpiperpsi.com.

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Campfires restricted in Arizona national forests starting Wednesday

Alyssa Stoney, Arizona Republic

Fire restrictions will start earlier than normal in Arizona this year thanks to the COVID-19 pandemic and rapidly-rising temperatures.

Campfires will be banned in all six national forests across the state starting Wednesday at 5 p.m., according to the U.S. Department of Agriculture.

The ban prohibits igniting, building, maintaining, attending or using a fire in the forests until June 30, or until revoked, the release detailed.

Pressurized liquid or gas devices such as

stoves, grills or lanterns, with shut-off valves are still allowed in areas at least 3 feet away from any flammable materials.

Violating the ban could result in a federal court appearance, fines and possible jail time.

Typically, campfire bans aren't enacted until a bit later in the season. However, officials hope the early restrictions will keep fire and medical resources from being diverted to human-caused wildfires. It will also reduce firefighters' exposure to COVID-19 during the pandemic, the release said.

"Wildland firefighters aren't immune to

this virus and we are implementing fire restrictions earlier than usual this year to reduce the exposure in responding to preventable human-caused fires," said Dorilis Camacho Torres, spokeswoman for the Southwestern Region Forest Service.

While much of the state is shut down due to the coronavirus pandemic, the majority of the six national forests are still open, and "dispersed camping" outside developed campsites and other recreation is still available.

"While we know that going outside provides forest and grassland visitors needed space, exercise and satisfaction, we are

taking the risks presented by COVID-19 seriously," said Acting Regional Forester Elaine Kohrman. "We are providing some recreation opportunities where we can while protecting and keeping employees, the public and our communities safe from the virus and unwanted human-caused wildfires."

However, the fire danger is still rising as temperatures climb, causing grasses and leaves to dry out. The risk will only increase as temperatures increase in the upcoming weeks. The National Weather Service in Phoenix said that Saturday could be the first possible 100-degree day this year.



Harley's New Rewire Strategy Is A Bad Idea

<https://blog.bikernet.com>

by Justin Hughes from <https://www.rideapart.com>

Why refocus the brand on capturing a rapidly shrinking demographic?

Earlier this week we reported on Harley-Davidson's latest change in direction: to abandon some of their more ambitious ideas and focus on growing the core brand, with their core bikes, in the US. While models like the LiveWire, Bronx, and Pan America are already far enough down the pipeline to continue, beyond that we can expect nothing more than cruisers, baggers, and tourers from Harley for the foreseeable future. That's too bad.

As an amateur radio operator, I have often heard the derogatory joke that the average age of one who participates in the hobby is "dead." Sadly, that is beginning to apply more and more to the average

age of a typical Harley rider. There are always exceptions. I've had my radio license since I was 15, and I'm actually considering an 80s or 90s Harley for a future project bike. But even I have a bit of gray in my hair and beard, something you will see in the vast majority of Harley enthusiasts. We're only getting older.

From the investors' perspective, I get it. They're not in it for the bikes or the culture. They're in it for the money, and especially these days the money isn't there. Shareholder Impala Asset Management has been arguing for a while that a change in direction is needed, and chose to act during the recent management shakeup at Harley. While we hoped this might be good for Harley, it looks like they have chosen to take what it sees as the safe path, prioritizing short term profit over the long term survival of the company.

Given the crazy economic condition of the world right now, maybe that's the right choice for now. It's not like there will be any long term plans if the company doesn't survive the next year, for example. Its existing models won't save the company, though. While used Harleys are cheap, new ones are still expensive. Harley is essentially competing with itself, with all the used bikes out there that are may not be quite as good as the latest and greatest, but are certainly far less expensive. Harley tried some entry-level bikes with the Street series, but hasn't seen the success they had hoped for.

Of course, there's also the fact that there are other types of motorcycles in the world than cruisers, and that's what most younger riders want. We like the LiveWire. We're genuinely excited about the Bronx and Pan America. Even here, though, I'm worried. For example, while Harley has not yet announced pricing for the Pan America, some suspect it could

be in the ballpark of \$19,000. Why would the serious adventure rider spend that much on a new, untested Harley when they can pick up the tried and true BMW R 1250 GS for \$17,895? Again, we don't know that the Harley will cost more than the BMW, but if it does, it will essentially doom its sales to failure before it even gets into the showroom. The same goes for the Bronx, where riders would be more likely to go with a Yamaha MT-09 or even a smaller Triumph Street Triple.

It's possible that the intention of the Harley Rewire is damage control for the current economic situation. Cutting research and development of new models is a natural choice in these circumstances. I just hope this is a temporary step until the world stabilizes again, and that we'll eventually see some of the new models that Harley has put the brakes on. I want to see Harley survive as much as the next American motorcycle rider.

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Mark Finchem	11	R	Email: MFINCHEM	Room 129	(602) 926-3122
Randall Friese -- Assistant Minority Leader	9	D	Email: RFRIESE	Room 321	(602) 926-3138
Rosanna Gabaldon	2	D	Email: RGABALDON	Room 325	(602) 926-3424
Travis W. Grantham	12	R	Email: TGRANTHAM	Room 119	(602) 926-4868
Gail Griffin	14	R	Email: GGRIFFIN	Room 225	(602) 926-5895
Alma Hernandez	3	D	Email: AHERNANDEZ	Room 122	(602) 926-3136
Daniel Hernandez, Jr.	2	D	Email: DHERNANDEZ	Room 115	(602) 926-4840
Jennifer Jermaine	18	D	Email: JJERMAINE	Room 124	(602) 926-3199
John Kavanagh	23	R	Email: JKAVANAGH	Room 226	(602) 926-5170
Anthony T. Kern	20	R	Email: AKERN	Room 306	(602) 926-3102
Jay Lawrence	23	R	Email: JLAWRENCE	Room 131	(602) 926-3095
Aaron Lieberman	28	D	Email: ALIEBERMAN	Room 120	(602) 926-3300
Jennifer Longdon	24	D	Email: JLONGDON	Room 126	(602) 926-3264
Robert Meza	30	D	Email: RMEZA	Room 339	(602) 926-3425
Becky A. Nutt -- Majority Whip	14	R	Email: BNUTT	Room 122	(602) 926-4852
Jeanne Osborne	13	R	Email: JOSBORNE	Room 112	(602) 926-3181
Jennifer Pawlik	17	D	Email: JPAWLIK	Room 118	(602) 926-3193
Kevin Payne	21	R	Email: KPAYNE	Room 345	(602) 926-4854
Geae Peten	4	D	Email: GPETEN	Room 117	(602) 926-4842
Warren Petersen -- Minority Leader	12	R	Email: WPETERSEN	Room 208	(602) 926-4136
Pamela Powers Hannley	9	D	Email: PPOWERSHANNLEY	Room 324	(602) 926-4848
Tony Riveiro	21	R	Email: TRIVERO	Room 316	(602) 926-3104
Bret Roberts	11	R	Email: BROBERTS	Room 344	(602) 926-3158
Diego Rodriguez	27	D	Email: DRODRIGUEZ	Room 326	(602) 926-3285
Athena Salman -- Minority Whip	26	D	Email: ASALMAN	Room 123	(602) 926-4858
Amish Shah	24	D	Email: ASHAH	Room 123	(602) 926-3280
Thomas "T.J." Shope, Jr. -- Speaker Pro Tempore	8	R	Email: TSHOPE	Room 204	(602) 926-3012
Lorenzo Sierra	19	D	Email: LSIERRA	Room 121	(602) 926-3211
Steve Pierce	1	R	Email: SPIERCE	Room 308	(602) 926-5584
Arlando Teller	7	D	Email: ATELLER	Room 115	(602) 926-3069
Raquel Terán	30	D	Email: RTERAN	Room 117	(602) 926-3308
Bob Thorpe	6	R	Email: BTHORPE	Room 130	(602) 926-5219
Ben Toma	22	R	Email: BTOMA	Room 312	(602) 926-3398
Kelly Townsend	16	R	Email: KTOWNSEND	Room 207	(602) 926-4467
Myron Tsoosie	7	D	Email: MTSOSIE	Room 116	(602) 926-3157
Michelle Udall	25	R	Email: MUDALL	Room 120	(602) 926-4856
Jeff Weinzier	17	R	Email: JWENZINGER	Room 110	(602) 926-3092



Senate Roster

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Lela Alston	21	D	Email: LALSTON	Room 111	(602) 926-3328
Sandy Bonetti -- Minority Whip	5	R	Email: SBONETTI	Room 212	(602) 926-5051
Sean Burns	18	D	Email: SBURNS	Room 206	(602) 926-3001
Paul Boyer	20	R	Email: PBOYER	Room 307	(602) 926-4173
David Bradley -- Minority Leader	10	D	Email: DBRADLEY	Room 212	(602) 926-5262
Kate Wright McGee	26	R	Email: KWRIGHTMCGEE	Room 302	(602) 926-4488
Heather Carter	17	R	Email: HCARTER	Room 108	(602) 926-3703
Lupe Contreras -- Assistant Minority Leader	19	D	Email: LCONTRERAS	Room 305	(602) 926-5784
Andrea Dalessandro	2	D	Email: ADALESSANDRO	Room 112	(602) 926-5342
Karen Fano -- President	1	R	Email: KFANO	Room 304	(602) 926-5874
David C. Farnsworth	16	R	Email: DFARNSWORTH	Room 300	(602) 926-3020
Edgar Farnsworth -- President Pro Tempore	12	R	Email: EFARNSWORTH	Room 104	(602) 926-5735
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Dana Gowan	14	R	Email: DGOWAN	Room 306	(602) 926-5154
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Iona Keer	13	R	Email: IKEER	Room 301	(602) 926-5955
Vince Leach	11	R	Email: VLEACH	Room 303	(602) 926-3106
David Livingston	22	R	Email: DLIVINGSTON	Room 301	(602) 926-4178
Alan Mendez	26	D	Email: AMENDEZ	Room 113	(602) 926-4124
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Tony Navarro	30	D	Email: TNAVARRETE	Room 111	(602) 926-4864
Lisa Onizdo -- Minority Whip	4	D	Email: LONIZDO	Room 213	(602) 926-5002
Tyler Pace	22	R	Email: TPACE	Room 304	(602) 926-3780
Janayra Peshlakai -- Minority Whip	7	D	Email: JPESHLAKE	Room 114	(602) 926-5180
Frank Pratt	8	R	Email: FPRATT	Room 110	(602) 926-5761
Maria Quetzada	29	D	Email: MQUEZADA	Room 313	(602) 926-5911
Yolanda Ruiz	27	D	Email: YRUZ	Room 112	(602) 926-3073
Victoria Steinhilber	9	D	Email: VSTEINHEILBER	Room 115	(602) 926-3022
Michelle Ugreen-Pata	23	R	Email: MUGRENTA	Room 304	(602) 926-4480

Rider Ed Courses in AZ

Locations						
Site	Website	City	Zip	County	Email	Phone
Motorcycle Rider Training	View	PHOENIX	85012	MARICOPA	Click Here	(623) 979-1839
RIDE SMART M/C TRAINING	View	PHOENIX	85023	MARICOPA	Click Here	(623) 877-5425
T.E.A.M. Arizona - Chandler/Gilbert	View	GILBERT	85233	MARICOPA	Click Here	(480) 998-9888
GILBERT PUBLIC SCHOOLS (PARKING LOT)	View	GILBERT	85234	MARICOPA		(480) 894-0404
T.E.A.M. Arizona - Scottsdale	View	SCOTTSDALE	85260	MARICOPA	Click Here	(480) 998-9888
CHANDLER HARLEY-DAVIDSON	View	TEMPE	85283	MARICOPA		(480) 496-6800
T.E.A.M. Arizona - Glendale	View	GLENDALE	85302	MARICOPA	Click Here	(623) 939-9888
DEER VALLEY HIGH SCHOOL	View	GLENDALE	85308	MARICOPA		(623) 247-5542
LUKE AIR FORCE BASE		LUKE AFB	85309	MARICOPA		(623) 975-6264
Motorcycle Rider Training	View	PEORIA	85345	MARICOPA	Click Here	(623) 979-1839
VEHICLE SAFETY INSTITUTE	View	YUMA	85367	YUMA	Click Here	(928) 376-7489
T.E.A.M. Arizona - Sierra Vista	View	FT HUACHUCA	85613	COCHISE	Click Here	(520) 733-9888
Pima Community College	View	TUCSON	85707	PIMA		(520) 206-3981
T.E.A.M. Arizona - Tucson	View	TUCSON	85714	PIMA	Click Here	(520) 733-9888
RIDE NAZ -- FLAGSTAFF	View	BELLEMONT	86015	COCONINO		(928) 443-0111
Ride Northern Arizona - Prescott	View	PRESCOTT	86301	YAVAPAI	Click Here	(928) 443-0111
T.E.A.M. Arizona - Prescott	View	PRESCOTT	86301	YAVAPAI	Click Here	(928) 771-2500
MOHAVE COMMUNITY COLLEGE	View	KINGMAN	86401	MOHAVE		(928) 757-0825
MOHAVE COMMUNITY COLLEGE	View	LAKE HAVASU CITY	86403	MOHAVE		(928) 505-3321
JB'S RESTAURANT	View	MOHAVE VALLEY	86440	MOHAVE	Click Here	(866) 668-6462

Important Phone Numbers

Aid to Injured Motorcyclists - A.I.M. - (800) 521-2425
24-Hr. Legal Assistance for all accidents

Aid to Incarcerated Motorcyclists A.I.M. - (800) 235-2424
24-Hr. Legal Criminal Defense

National Legislative Hot Line - (800) 300-NCOM
24-Hr. Motorcycle Legislative Alerts

National Coalition of Motorcyclists NCOM- (800) 525-5355
Fighting for Bikers Rights

Confederation of Clubs. - (800) 531-2424
Motorcycle Clubs Fighting Against Discrimination

Motorcycle Riders Foundation
Washington D.C. Office
(202) 546-0983

A Message from MCC Board Chair Chris Bourque

<https://www.motorcycling.ca>

I sincerely hope you are well, and your families and friends are safe in these unfortunate times. Some of us are at home, and some of us are still at our places of work. In either case, we are all in the same boat.

Or sort of...

To the Motorcycle Industry, this could not have come at a worse time. The downturn in the oilpatch, the seasonal timing of the pandemic, and the recent slowing of the Canadian economy all make for a severe situation for our beloved industry here in Canada. These are normally the biggest months in unit sales, and to have doors shut is like taping the mouth of a hungry person. When I started in the industry in 1985, the bike industry was staggering and attempting to recover from a major recession a couple years earlier. I was working as a wrench at our local Kawasaki dealer (back then they were called "Goodtime Centres"). Part of my responsibility was prepping new units. I remember in that first year we had countless new units on the floor from prior years. Bikes just weren't moving.

One Saturday morning, a more affluent middle aged fellow came in and bought a 1983 GPz1100 leftover. I was tasked with starting it and prepping for delivery.

I remember trying so hard to start the damn thing, and it just wouldn't catch. One of the more senior techs pitched in and it eventually sprang to life. He made a simple comment that I will never forget. He basically

told me that the bike would have fired up easily had we been permitted to let it run a couple times in the 24 months prior.

I think that is my message to our group. If we are able to, we should try and feed our local retailers as much as possible in these quiet times. A little support in May will allow these folks to resume full operation much easier once the risk has passed.

Presently, the MCC is endorsing the "stay at home" mindset, not only for social interaction but riding as well. What better time than this to buy those accessories and maintenance items?

Some bright news in this regard; I am still very close with my larger local dealers, and this week all were reporting strong sales outside of new units (jackets, tires, aesthetic add-ons, etc). One shop has been conducting a lot of mechanical work, as they have been able to pick up and drop off bikes without ever directly interacting with their customers. What better time than now to have your valve clearance checked or your 20000km service done?

I would invite you to share your dealer success stories with your social network, and support them yourself, if you are able to. We have a very bright future. Let's lend a hand to those who need it so we can ALL enjoy it.

I wish you well. Stay strong.

Chris Bourque, CRM
MCC Board Chair

ATTENTION ALL RIDERS

It has come to our attention that business establishments in Arizona may still be discriminating against motorcyclists. Please carry copies of this form with you at all times. Discrimination can range from a sign stating "No Colors" or "No Motorcycle Parking" or "No Motorcycle Attire" etc., to simply being asked to leave a place of business, just because you are on a motorcycle or because of your riding attire. If anything like this happens to you, PLEASE fill out this form in its entirety and send it to the address below. Your lobbyist cannot get sponsorship for "equal access" legislation, without evidence of this type of discrimination.

Documentation of Discrimination

DATE: _____ Business Phone _____

NAME OF ESTABLISHMENT: _____

BUSINESS PHONE (with area code): _____

BUSINESS - FULL ADDRESS: _____

NAME / POSITION OF PERSON ENFORCING POLICY: _____

WRITTEN STATEMENT OF DISCRIMINATION (use back if needed): _____

YOUR NAME (please print): _____

YOUR PHONE (with area code): _____

YOUR SIGNATURE: _____

*** INCLUDE ANY PICTURES OF DISCRIMINATING SIGNS POSTED ***

Mail To:
ABATE of Arizona
7509 N. 12th St, #200
Phoenix AZ 85020



ABATE of Arizona Life Members

Jeanette Baker	Brad Cosby	Rick Hogsten	Jewells Olson	Jim Silk
Al Banks	Dawn Cowan	Carol Holland	Lane Owen	Joe Silk
John Banks	James Crull	Jerry Holzwordt	Marshall Ozbirn	Judy Silva
Tom Bateman	Jerry Davis	William Hurst	Fred Pascarelli	Christopher Smith
Jack Batty	Jd Depaolantonio	Brent Johnson	Jayne Pascarelli	Dana Smith
Lynn Baxter	Dawn Detelj	Dale Johnson	Michele Peltier	Curtis Smithson
Belous	Mike Dick	Bob Katsock	Mark Pepera	Tracy Smithson
Tina Benoit	Dale Dobson	Stew Keene	Angelique Perea	Jerry Snyder
Nancy Bernstein	Debbie Donaldson	Bradley Kitchens	Dan Peterson	Dave Sorrels
Jim Best	Mary K Donnay	Terry Kohl	Lyn Peterson	Jim Steckbauer
Steve Bickett	Sonny Eldredge	Ron Kool	Claudia Phelps	Gene Szymanski
Bud Bidon	Mark Epling	Kurt Kreckler	Brenda Phillips	Deeann Taylor
Lee Bidon	Rich Ertzner	Koby Krick	Forrest Phillips	Perry Taylor
Norma Jean Billington	Robert Felder	Jeff Larson	Sean Pinder	Linda Teunissen
Roger Blancas	George Ferguson	Teri Larson	Glenn Piper	Stubby Teunissen
Debbie Bona	Kay Ferguson	John Loudermilk	Dick Prince	Patrick Thomas
Keith Braunschweig	Still Ray Fitzgerald	Richard Macias	Sioux Prince	Indy Turner
Robert Bredernitz	Jerry Flo	Gloria McCormack	Don Randolph	Mike Turngren
Susie Bredernitz	Charles Geller	Harold McCormack	Dan Ray	Nathan Vankeuren
Judy Bristow	Dorothy German	David McGrew	Ray Riedel	Duane Voorheis
Matt Brown	Dwayne Goff	David J. McLaren	Mike Riggin	Bud Walling
Lynne Buohl	Bill Goodwin	Jessica Method	Carrie Robinson	Scott Welch
Tom Buohl	Jeff Gorall	Kate Milner	Dale Robinson	Bob Welton
Arnold Burdett	Bob Granger	Wade Milner	Debbie Robinson	Lisa Whitacre
Fran Burdett	Tracy Gruber	Stewart Moore	Catherine Rouse	Callen Whitton
Deborah Butitta	Bob Gumfory	Michael Morris	Howard Michael Rudd	Daniel Widmar
James Butsback	David Hallum	Robin Munn	Russ Abshire	Jay Williamson
John Carmody	Arlene Hamilton	Susan Murphy	Kenneth Sawyer	Scot Williamson
Timothy Carney	Robert Haring	Betty Myer	Patty Schneider	Jerry Wohlrahe
Flo Catone	Bobbi Hartmann	Dennis Myer	Redbone Schneider	Tim Young
Charlie Gorton	Jeff Hennie	Candice Nagel	Tom Schwartz	Fred Zalud
Bill Cherry	Gilbert Hernandez	Ken Nagel	Anthony Sclafani	
Rusty Childress	Susan Elaine Hernandez	Robert O'leary	Michael Shearhart	



Sustaining Member List

Christopher Beals	Robert Felder	Koby Krick	Timothy Miller
Deborah Butitta	Jacque Watson	Rita Mcneely	Todd Watson
James Butsback	Ron Kool	Judith Miller	

Cyclerides.com Weekly Update

<https://www.cyclerides.com>

Greetings Riders,

If you missed the last newsletter entitled "A Ride Idea", [Click Here to View](#). See a preview of our ride to Jerome and Sedona.

Well, if you live in Arizona, you probably know that Governor Ducey extended his stay at home program for another 2 weeks. As with politics there were some that were alright with this extension and a lot of people, not so much. If you are spending time trying to figure out who can be open, while others are not able to be open, you will likely fry your brain and still not come up with the formula. Not a lot of it seems to make sense to me. I heard former Governor Jan Brewer interviewed right after the press conference and even she couldn't make a lot of sense out of it.

It has been interesting to see the ebb and flow of public sentiment since this whole thing started. The mood has seemed to go from Fear at the beginning, to Compliance, to becoming Weary and now on the brink of Rebellion unless people are allowed to make their own choices and make a living for their families again. All while hospitals are laying people off. I just don't get it.

The only thing that I learned for sure from Ducey's speech yesterday is that his favorite color must be Purple because he

is trying to walk right down the middle of the road to please everyone and not following his heart. I think he sold out on this one. As a result of that he is creating an uncertain situation and getting criticized all around. I feel so bad when I read stories about waitresses and service industry people who so depend on every single dollar they make in tips, not getting financial help, and not able to make ends meet. Hopefully this will soon pass, and small businesses can open, so that people can get back to work and save their Economic lives. This scenario is not working for a lot of people. But I'm sure Ducey is not missing a paycheck. #openarizona

A Ride Idea and Route

As a result of this news, some of you will still have some time to get out and ride while social distancing. In the letter last week I mentioned a ride to Jerome and Sedona that we were going to take last Saturday. We did do that while incorporating a really cool route and riding a new road for me. The weather was great and I would encourage you to try the exact route. You will find 100 photos and a video from the ride for you to enjoy. A lot of you have done the general ride before, so I will highlight the route and some things to do along the way.

Route:

This route is about 250 miles. It incorporates both back roads and I-17 if you don't have an entire day to devote to the

ride. Take I-17 to Hwy. 69 to Fain Rd. in Prescott Valley to 89A over the 7000 foot pass into Jerome, AZ. Then 89A to Cornville Rd. to Page Springs Rd. to 89A and on to Sedona, AZ. Then reverse course to Hwy. 179 out of Sedona to Beaverhead Flats Rd. to Cornville Rd. back to I-17.

Road Conditions:

The roads on this route are in excellent condition. As of April 25th the trees in the higher elevations are just starting to bud out and should be in full bloom by now, or very soon. So it should be even prettier than the photos show. There is some construction in downtown Sedona as they are putting in a new metal divider that is actually very attractive. (see photos) But the congestion moves along very fast so not much of an issue. But when you head up near Slide Rock Park, beware that there are an insane amount of people out right now looking for something to do and the traffic is heavy and they generally don't know what the heck they are doing. So be patient and very careful when following people as they are making quick and erratic decisions. Leave some room between them as one almost took me out with a quick move while changing their mind on where to park. Other than that, the route is very nice.

Highlights and Stops:

Jerome: The old Ghost Town of Jerome is your first stop on this route. And right

now, calling it a ghost town is pretty accurate as there are very few people and cars on the roads and sidewalks at this time. Normally this would be a very busy time and it is almost eerie to see the lack of people there. Another odd site was you would normally see lots of motorcycles parked in front of the Spirit Room. When we pulled up there were NO bikes parked there and the Spirit Room which would normally be rocking, was eerily quiet. We split our lunch business there at the Flatiron and the Bordello of Jerome Restaurants which are right next to each other. Just depends on what you want to eat. There is also the Hilltop Deli on the street above when you come into Jerome that is open. You can set on the steps across from the Spirit Room to eat your lunch. You can also drink beer on the 3rd steps. Quirky local rule I guess. As an added bonus as you are coming into Jerome you get a great view of the snow on the San Francisco Peaks in Flagstaff.

Page Springs Cellars: On your way to Sedona if you follow my map it will take you to Page Springs Rd. where you can stop at Page Springs Cellars. This place was hopping. They have made a lot of improvements there since the last time I was there that includes a really nice big patio that overlooks the vineyard where you can eat lunch.

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Cyclerides.com Weekly Update (continued)

They have a take out menu now at their picnic window that includes Panini's, Pizza and Salads. The people I talked with said that the Pizza was excellent. While you are there you can walk down the stone walkway to creek that flows through the property amongst the trees. This is a very pretty stop that I am sure you would enjoy.

Turn Around: You can continue on 89A all the way to Flagstaff and come back I-17 to Phoenix if you have the time. But we rode up to Junipine Resort where is normally a great place to sit out on the deck and watch bikes go by while having a refreshment. Junipine is just past Slide Rock. This is where we turned around to

go back through Sedona and take 179 back toward Beaverhead Flats Rd. that took us back to Cornville Rd. and then onto I-17. This is my first visit to Beaverhead Flats Rd. and will now be a regular route in both directions when in Sedona. It is an excellent road and keeps you off I-17 for as long as possible.

Summary: This is an excellent Day Ride that will take you 250 miles round trip from the start location of about I-17 and the 101 in Phoenix. With stops it took us about 7 hours. If you are looking for a nice little getaway, I would highly recommend this route.



RIGHT TO TRAVEL?

<https://blog.bikernet.com>

By Gary Biller, NMA President

This is a controversial topic, even outside of these extraordinary times when most of the nation is confined to restricted movement as officials grapple with getting the coronavirus pandemic under control. With shelter-in-place edicts still in effect in most places, there is no doubt a lot of pent-up frustration. So we're going to tackle the right-to-travel issue and provide an avenue of release for that energy.

First, let's focus the discussion on the real question: The right to drive. Current times notwithstanding, and short of incarceration, people not only have the right to travel but are able to exercise that right quite freely. Long treatises have been written on the subject, and I won't re-litigate them here. The freedom to drive, where and when we want—that is the basic issue.

Some NMA members would like to see the driver's license abolished, and as part of that process, to eliminate all state departments of motor vehicles. I have said before, and I'll repeat here: Give the NMA \$10 million and an army of lobbyists to take on this two-pronged battle, and we'd not make a dent. It's not a realistic or practical goal.

The NMA's mission involves reversing what the driver's license has morphed into: Instead of a certification of an individual's competency to drive a motor vehicle and understanding of traffic laws, the license has become a national ID card, and a means to gather information about and assess penalties to those individuals.

That is the real threat to driving freedoms. Well, that and the ongoing, concerted attacks by anti-driving and anti-driver movements. But let's put aside the issues involving Vision Zero and Complete Streets programs for the time being and, for the purposes of this discus-

sion, concentrate on the licensing issue.

To kick things off, I'll share some past correspondence that I, NMA Founder Jim Baxter, and the late Jim Walker have had with others on this topic. As passionately as we all feel about the right to drive, there is no doubt readers will have some strong responses. I would expect nothing less. Email us at NMA@motorists.org with your thoughts. We'll share the most interesting points of view.

From Jim Baxter, Aug 2010, responding to an email inquiry

"I appreciate your frustration with the abuse of governmental authority as it affects the 'right to travel.' Given your interest and concern in this issue, I assume that you know the 'right to travel' is not explicitly mentioned or defined in the Bill of Rights. It is certainly implied, but it is not articulated in those words. The courts, over time, have distinguished between the right to travel and the 'privilege' to operate a motor vehicle. They have held that the two are not synonymous or interdependent.

"There are many ways a person can travel without operating a motor vehicle. Granted, in this day and age, most travel is via a motor vehicle, but it is not necessary to operate a motor vehicle to travel in a motor vehicle as a passenger. You are correct, the exercise of rights should not involve registration, permits, or taxation. But, while you cannot be charged a fee to register to vote, you do have to register to exercise the right to vote. And, while we constantly talk about free speech, we still have to pay to have that free speech circulated to audiences beyond shouting distances.

"My point is that these pure concepts do require melding with the realities of the world we live in. My free speech doesn't give me the right to force a printer, or the government the right to force a printer to print my words, for free.

"As you noted, 'rights' apply to everyone.

A blind person can exercise free speech, vote, can't be searched without a warrant, and can assemble with others. He also has a right to travel — but the courts would not hold that he had a right to drive an automobile.

"The courts have held that a person has a property interest in a driver's license and that license cannot be taken away without due process. This removes the driver's license from the pure definition of "privilege," but it does not raise it to the level of an enumerated right.

"I realize that this does not fit your view of how this issue should be judged. However, it would be disingenuous of me to pretend that the courts in this country would rule that driving a motor vehicle is a right that cannot be regulated or taxed by the government. They have had that opportunity in the past, and you and I are witnesses to how they decided these questions."

From Gary Biller, Feb 2012, responding to another inquiry

"I believe that stating we have an inalienable right to drive when the truth is that it is a conditioned right because of the licensing requirement, is problematic. If the media picks up on even a simple statement on our website and presses the matter, it becomes awkward to explain.

"An earlier comment I made to others:

"This discussion has taken an interesting turn from opposing a tyrannical government for tagging our vehicles to current distress over a story published by the NMA over a year ago. (The Driver License: Is It Necessary?, Nov/Dec 2010 issue of Driving Freedoms)

"Traveling by private automobile is a right. But that right is muddied by a system the government put into place in 1913 when the first driver's license was issued, a system that has become well-entrenched over the past 100 years. Driving is a right, but it is hybridized by

the government's requirement for driver certification."

From Jim Walker, Feb 2012, in the same email discussion thread
"Driving is a right — IF done safely and competently. Being licensed is the way a government can revoke that right — IF the person repeatedly drives unsafely or incompetently. I have NO problem with driver's licenses being controlled with rational traffic laws designed for safety only.

"I have BIG problems with driver's licenses being used as the club for financial performance or other things unrelated to driving safety.

"I do NOT want the repeatedly convicted high-BAC driver on the road, or the one who runs from police causing accidents, or the one who repeatedly causes accidents by incompetence, etc."

From Gary Biller, Oct 2013, in a separate email exchange

"The NMA position that the sole purpose of the driver's license is to certify competence as the operator of a motorized vehicle remains unchanged. In other words, public safety is served by requiring a certain level of knowledge and skill for those who get behind the wheel of a vehicle on public streets.

"Let's look at this another way. Traffic signs that regulate the actions of drivers can also restrict the freedom of travel to some degree. High-occupancy vehicle lanes prohibit certain drivers from entering under penalty of law. One-way streets force drivers prevent drivers from moving freely. "No Parking" signs restrict how drivers come and go. Would the same defense work in those cases, basically saying the state has no right to hinder our movements on the road?"

—Join the National Motorists Association (NMA)